

FISCAL IMPACT STATEMENT ON BILL NO. **H.3780**

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TO:	The Honorable Robert E. "Bob" Walker, Chairperson, House Education and Public Works Committee		
FROM:	Office of State Budget, Budget and Control Board		
ANALYSTS:	Harry Bell		
DATE:	May 1, 2007	SBD:	2007293

AUTHOR:	Representative Loftis	PRIMARY CODE CITE:	57-6-10
SUBJECT:	Transportation Performance and Accountability Act of 2007		

ESTIMATED FISCAL IMPACT ON GENERAL FUND EXPENDITURES:
See Below

ESTIMATED FISCAL IMPACT ON FEDERAL & OTHER FUND EXPENDITURES:
See Below

BILL SUMMARY:

House Bill 3780 would enact the Transportation Performance and Accountability Act of 2007. Among other things, the Department of Transportation would be required to implement a traffic congestion reduction program for the purpose of minimizing traffic congestion in order to promote economic growth.

EXPLANATION OF IMPACT:

There are costs associated with various sections of this Bill. *Preliminary* estimates as provided by the Department of Transportation(DOT) are summarized below for each section.

Section 56-6-20

DOT indicates that South Carolina currently has 80 miles of interstate, 173 miles of US routes and 281 miles of SC routes that would need to be improved to bring the state's system to level Service E standards. In addition, numerous urban interchanges and signal systems would need improvement. Preliminary estimates indicate the cost for these one-time improvements could exceed \$9 Billion. In addition, each year additional segments of the State's highway system would need to be improved to meet the level Service E standards. DOT estimates an additional \$1 Billion would be needed annually to provide for this continuous upgrading and improvement.

Section 57-6-30

The cost to improve the level of service for at least 100 miles of urban arterial streets or freeways per year is estimated at \$1 Billion annually. This assumes cost of approximately \$10 Million per mile.

Section 57-6-70

The studies and analysis required for conducting the cost per delay hour factor analysis for all major projects and the reevaluation of those projects two years after completion is estimated to cost approximately \$200,000 annually.

Section 57-6-80

The cost to create a statewide traffic flow improvement plan that reduces delays caused by congestion on roadways that are scheduled for improvement by an average of 10 percent per year is estimated at \$500,000 annually. Cost to implement the plan would depend on financial constraints and details of the plan's requirements.

Section 57-6-90 (2)

This section requires the Department to maintain all bridges identified as weight-restricted and/or structurally deficient so that there is no adverse effect of the safe use of bridges by emergency vehicles, school buses, and vehicles servicing the local economy. DOT's preliminary estimates indicate an initial of \$95 Million in the first year and \$10 Million annually thereafter.

Recapitulation

Excluding the non-recurring costs associated with section 56-6-20 first costs associated with this Bill is estimated at approximately \$1.1 Billion. Annual cost thereafter is estimated at approximately \$1 Billion.

LOCAL GOVERNMENT IMPACT:

Four of the six local governments responding indicated the Bill would have little or no impact on expenditures. Two indicated cost were not readily determinable.

SPECIAL NOTES:

None.

Approved by:

A handwritten signature in black ink that reads "Harry Bell". The signature is written in a cursive style with a large, looped "H" and a long, sweeping "B".

Harry Bell
Assistant Director, Office of State Budget